





To-day's  
Advertisements.THEATRE ROYAL,  
CITY HALL.

WAR-FUND BENEFIT  
to per cent. of the Receipts of Saturday  
Night's Performance will go to the  
Missus and Kids Fund.

POSITIVELY LAST PERFORMANCE  
AT HONGKONG.  
TO-MORROW EVENING (SATURDAY),  
9th December.

MADAME

**KONORAH**  
THE MODERN WITCH  
AND MISTRESS OF MYSTERIES  
AND COMPANY OF FIRST CLASS  
ARTISTS.

AGAIN A CHANGE OF PROGRAMME.  
STRANGER, STRONGER, THAN EVER.  
Doors open 8.30 P.M. Commence 9 P.M.  
PRICES.—Dress Circle and Stalls \$1, Pit \$1.  
Soldiers and Sailors in Uniform \$0.50.  
Booking Office.—ROBINSON PIANO CO.  
CANTON CLUB THEATRE.

ONE PERFORMANCE ONLY.  
TUESDAY, the 12th December.  
Hongkong, 8th December, 1899. [1487]

## NOTICE.

IN accordance with the Provisions of Section  
XXIII. of Ordinance No. 3 of 1871 of the  
Legislature of this Colony and Pursuant to an  
Order made on the 8th day of December, 1899,  
by His Honour WILLIAM MEIGH GOODMAN,  
Acting Chief Justice, I hereby give Notice  
that it is my intention to apply for Examination  
and Admission as SOLICITOR, ATTORNEY  
and PROCTOR of the Supreme Court of  
Hongkong, under the Provisions of the said  
Ordinance, at the Expiration of one week from  
the Date hereof, or so soon thereafter as may  
be.

H. K. HOLMES.  
Hongkong, 8th December, 1899. [1517]

## HONGKONG RIFLE ASSOCIATION.

THERE will be a SPOON COMPETITION  
TO-MORROW (SATURDAY), the 9th  
Instant, at 2.45 P.M.  
Rifles—200, 500 and 600 yards.  
MOWBRAY S. NORTHCOTE,  
Hon. Sec.  
Hongkong, 8th December, 1899. [35]

## CONCERT.

SATURDAY, the 16th December, 1899,  
at 9.20 P.M.

IN AID OF  
"THE KOWLOON INSTITUTE"  
and  
"THE STAR COFFEE HOUSE."

THE following Ladies and Gentlemen have  
kindly consented to assist at the above  
Concert.  
Mesdames Bader, Buttenshaw, Campbell,  
Sculford, and Vallings, and  
Dr. Kieff and Messrs. Ardron, Barrett,  
De Calo, Fleet, Grace, C. Schröder, H. A.  
Siebs, and Maestro Galuzzi.

Tickets may be obtained from the Compro-  
dore at the City Hall, on MONDAY, the 11th  
December, and the following days between  
10 A.M. and 4 P.M.

Front Seats (Reserved) Two Dollars.  
Back Seats One Dollar.  
Hongkong, 8th December, 1899. [1514]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship

"THALES,"  
Captain Passmore, will be despatched for the  
above Ports, on SUNDAY, the 10th instant,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 8th December, 1899. [1519]

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"ASAMA,"  
will be despatched for the above Port, about  
the 27th instant.

To be followed by  
The Steamship  
"QUEEN ELEANOR,"  
about the 15th January, 1900,  
and  
The Steamship  
"MORVEN,"  
about the 15th February, 1900.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 8th December, 1899. [1516]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"  
of the NORDEUTSCHER LLOYD,  
Captain R. Heinze, due here with the outward  
German Mail about the 13th instant, will arrive  
for the above places about 24 hours after arrival  
of the NORDEUTSCHER LLOYD.

For further Particulars, apply to—  
MELCHERS & CO.,  
Agents.  
Hongkong, 8th December, 1899. [1394]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "AFRIDI"  
FROM NEW YORK, STRAITS AND  
MANILA.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and from the wharves  
deliveries may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th instant, will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 15th  
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 8th December, 1899. [1504]

To-day's  
Advertisements.DELIGENTIA LODGE OF  
INSTRUCTION.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zealand Street, on THURSDAY, the 14th  
instant, at 5 for 5.30 p.m. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 8th December, 1899. [1515]

PERSEVERANCE LODGE OF  
HONGKONG, No. 1,165.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zealand Street, on SATURDAY,  
the 16th instant, at 4.30 for 5 p.m. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 8th December, 1899. [1515]

## Entertainment.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## BRANDIES.

A.—Hennessy's Old Pale, Red  
Capsule - - - - - \$18

B.—Superior Very Old Cognac  
Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac  
V.O.—D.—Hennessy's Finest  
Very Old Liqueur Cog-  
nac, 1872 Vintage, Red  
Capsule - - - - - \$38

V.V.O.—E.—Finest Very Old  
Liqueur Cognac, 1882  
Vintage - - - - - \$48

All our Brandies are guaranteed to  
be PURE COGNAC, the differences in  
price being merely a question of age  
and vintage.

Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.

A. S. WATSON & CO.,  
LIMITED,  
QUEEN'S ROAD CENTRAL.

## The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 8, 1899.

## REUTER'S TELEGRAMS.

THE WAR.  
Re-inforcements.

LONDON, December 6th.  
It is reported that the seventh division is  
mobilizing.

Bochuanaland.  
The Daily Telegraph Correspondent at  
Modder River 30th November states that  
Lancers came into contact with the Boers  
on the 30th November. The enemy was  
occupying a strong ridge six miles to the  
North.

Mafeking.  
The Daily Mail Correspondent at Mafeking  
states that all was well in that town on  
the 28th November.

The Borneo Dinner.  
The Annual Borneo dinner was a success.  
Mr. Cowie said that he hoped Mat Salleh  
would give no trouble. Governor Clifford  
said he hoped that the Government would  
be able to come to a peaceful settlement  
with the chief. If they were unable to, they  
would have to make war. He further said  
that the railway contract was practically  
completed and advocated laying down more  
lines.

The War.  
General Joubert is indisposed and has  
gone to Volksrust. During his absence  
General Schalkburgher assumes supreme  
command.

The Boers have entered Dordrecht.  
In the engagement at Kimberley on the  
28th November Major Turner of the Black-  
watch was killed and Lieut. Clifford of the  
Lancashires wounded, also 30 men killed  
and 28 wounded.

General Clary reached Pieter on Saturday.  
It is believed that in spite of reassuring  
messages Ladysmith is urgently in need of  
relief.

The Boers are very active along the  
Stromberg-Rosmead line dividing Generals

To-day's  
Advertisements.

French and German. The *Swallow* has  
arrived in the Thames with sick troops from  
Ladysmith. They are mostly suffering from  
dysentery and describe the water at Ladys-  
mith as shocking.

The Boers have strongly fortified the hills  
between Ladysmith and Colenso.

Volunteer Gazette Service.  
LONDON, December 6th.

THE WAR.  
The Echo's Correspondent at Ladysmith  
states that there was a hot bombardment  
on the 1st instant with new big guns at 5,000  
yards range. On the 2nd instant shells  
loaded with Melinite were bursting in all  
directions very effectively, tents were rent and  
some of our howitzers smashed. Thirty-two  
Boer guns are within range and are systemati-  
cally shelling the town.

Reuter's Correspondent at Ladysmith, 26th  
November, states that the Boer main body is  
in the vicinity of Colenso. The Boers are  
continually moving and several bodies have  
gone towards the Drakensburg mountains.

An official despatch from General Buller,  
dated Maritzburg 6th instant, says that it is  
very difficult to state the enemy's losses, for  
instance, at Belmont 81 dead Boers are  
accounted for and the enemy only admit  
having lost 15. There is every reason to  
believe that the enemy's loss at Ladysmith  
on the 6th November was over 800 in killed  
and wounded. It is evident that the enemy  
do not admit one-tenth of their losses.

## WEATHER REPORT.

The Observatory report says:—  
On the 8th at 11.50 a.m. the barometer has  
risen on the China coast, fallen in E. Japan. A  
high pressure area is central over China, and  
the depression has reached E. Japan. Gradi-  
ents moderate with strong monsoon on the  
coast and in the N. part of the China Sea.

FORECAST:—Fresh N.E. winds; fine.

## LOCAL AND GENERAL.

WE would draw the attention of our readers to  
the advertisement appearing in another column  
announcing a concert to be given in aid of the  
Kowloon Institute and Star Coffee House.

THE South Australian Government has insured  
the lives of the members of the contingent.  
The insurance has been effected through the  
Adelaide branch of the Citizens' Life Assurance  
Co.

LAST evening a dinner was given by the  
members of the German Club to His Royal  
Highness Prince Henry of Prussia. The Band  
of the *Deutschland* was in attendance and a  
very jolly evening resulted. The feast of the  
Queen and the Emperor, amongst others, were  
proposed and drunk enthusiastically.

THE Band of the Hongkong Regiment will  
play at the Hongkong Hotel to-morrow  
(Saturday) evening, from 8 p.m. to 9.30 p.m.—  
PROGRAMME.

1. March "The Boy's Own."  
2. Selection "Pineapple."  
3. Selection "Pineapple."  
4. Selection "Pineapple."  
5. Selection "Pineapple."  
6. Polka "God save the Queen."

SOME of the places now famous in Natal cause  
a good deal of difficulty in the matter of pronun-  
ciation to the cockney critic of the operations.  
But he grapples boldly with them, nevertheless,  
and sometimes with the happiest results.

Thus, according to the *Globe*, "two Tom-  
mies were walking past the War Office recent-  
ly, one was heard to say to the other, 'Say,  
Bill, what were the names of that second battle?'  
'Ell and Slaughter,' replied the other  
promptly.

AN inquest was held this afternoon at the  
Magistrate's, before Mr. Gompertz and a special  
jury composed of Messrs. George Hunter,  
Douglas Graham, and C. Plate into the circum-  
stances attending the death of a Chinaman  
killed in the affray at Lokaukok, near Lyman,  
by the soldier when acting as special constable.

The facts of the case were reported in our  
Wednesday's issue. To-day the evidence of Dr.  
Bell, showed that death was caused by a wound  
in the thigh and a Chinese opium-excise-officer  
gave a detailed account of the search for opium;  
arrest of one prisoner, and the fray between the  
villagers and the police party. The enquiry  
was then adjourned.

THIS morning at the Magistrate's, Franz Panger  
and Hollendorf, two German sailors from the  
German Cruiser *Hansa*, were charged with  
assaulting a British seaman named James Scott,  
of H.M.S. *Brisk*, and for resisting a police  
constable in the execution of his duty. It ap-  
pears that last night P. C. Wall saw Scott  
lying on the Government Wharf insensible, the  
first prisoner was kicking him so the P. C. took  
him into custody, whereupon 50 German sailors  
who were standing around attempted to rescue  
the prisoner. The P. C. blew his whistle and  
as he was very hard pressed fired his revolver in  
the air. Commander Boothby of the *Endymion*,  
who saw the disturbance considered it was his  
duty to interfere and with Lieutenant Hyde of  
the *Orlando* went to the policeman's assistance  
and two prisoners were made. A pinnace from  
the cruiser, with a petty officer on board came  
up to the wharf and took the two Germans away,  
leaving the two prisoners with the police.

The first defendant said that Scott had made  
indecent proposals to him and so he had  
knocked him down. Scott in his evidence denied  
this.

Second defendant said he had only gone to  
the assistance of his comrade.

Both prisoners were fined \$25 or one month's  
imprisonment for the assault on the constable.  
Not being able to pay the money they were  
imprisoned.

## SANITARY BOARD.

A meeting of the Sanitary Board was  
held yesterday. There were present:—  
The President (Dr. Atkinson), Principal  
Civil Medical Officer, who occupied  
the chair, the Vice-President (Mr. H. F. H.),  
Captain Superintendent of Police, the Hon.  
R. D. Ombay (Director of Public  
Works), Dr. Clark (Medical Officer of Health),  
Mr. Osborne and Mr. Duggan (Secretary).

A SANITATION TRUST.  
The Vice-President began to move the res-  
olution which stands in my name and which  
reads as follows:—That a Sub-Committee of  
the Board be appointed consisting of the  
Medical Officer of Health, Mr. Edward  
Osborne, and one other member to be nomi-  
nated by the President, to consider and submit re-  
commendations for the formation by Govern-  
ment of a Trust to be endowed with a per-  
centage of the assessed taxes and of the premia on  
land sales, and with suitable waste lands, or  
otherwise, and to be charged with the duty, and  
invested with the power, of carrying out sanitary  
improvements in the city of Victoria, especially  
in the matter of the abolition of insanitary  
areas and overcrowding. The article in the  
*Engineer* which accompanied this resolution  
was brought to my notice about 15 months ago  
by Mr. R. K. Leigh, architect of this colony,  
and although I thought the article afforded  
food for very serious reflection by this Board I  
did not bring it before the Board because I  
was afraid that perhaps it might act as a trail  
drawn across the track of the progress of the  
Insanitary Properties Bill. Now that this Bill,  
thanks to His Excellency the Governor, who  
has taken such an interest in the sanitary  
improvement of the town, has passed into  
law, I think that the time has come when  
we should endeavour to place before the  
Government some recommendations for the  
further sanitary improvement of this city.  
The Insanitary Properties Bill will effect a  
great deal, but it requires no sanitation to see  
that it cannot and will not effect that radical  
change for the better, which is absolutely  
essential in a great many quarters of the city,  
before this most important port and centre of  
trade, can rid itself of the dread scourge, plague,  
and from the danger of becoming periodically  
infected with other epidemic diseases. Hong-  
kong is in its infancy. It has a very large  
future before it, and it behooves us men of the  
present day to do all we possibly can to make  
it a healthy one. Otherwise its develop-  
ment cannot be so large nor its future so  
brilliant as it ought to be. The subject which  
is dealt with in the paper which was attached  
to this resolution is of course a most difficult  
one, and my resolution simply aims at obtain-  
ing consideration from men who have knowl-  
edge of sanitary matters and large business  
capacity, to see if some feasible scheme could  
not be laid before the Government. The Trust  
which is suggested in this resolution would be  
formed, I should imagine, not necessarily by  
members of the Sanitary Board only, but would  
be, or ought to be, a public body composed of  
the leading men of the city—inter-mixed with  
officials—who have the necessary technical  
knowledge and capacity, and ought to be such  
a body as would command the fullest confidence  
not only of the Government but of the public.  
The advantage that such a body would have, over  
a purely governmental body, would be, that its  
funds would, I think, be augmented by sub-  
scriptions and donations, perhaps legacies from  
wealthy men who have the interests of this  
colony at heart. The Government is always  
regarded by the public as a sort of privileged  
body with a bottomless purse the strings of  
which it holds very tightly and which is filled  
with money which it is always loth, or some-  
what loth, to use for the public benefit. I do  
not know why this idea has taken hold of the  
public mind, but such seems to me to be  
always the case. A public body such as I  
should like to see instituted would certainly be  
free from the disadvantages under which Gov-  
ernment sometimes labours. I think it cer-  
tainly would be a more popular institution.

Mr. Osborne said for the reason that I consider  
the Vice-President's scheme to be the only  
practical method of satisfactorily dealing with  
the many difficult problems connected with  
insanitary properties of this colony, it would  
give me great pleasure if this proposal were  
carried, to give my services on the Committee,  
but at the same time I cannot refrain from say-  
ing that in view of the procrastination, apathy,  
and indifference which characterised the pro-  
gress of the Insanitary Properties Ordinance,  
from its inception in 1895 to its becoming law  
four years afterwards, I do not think a ten-  
tative range of reform covered by the proposal  
before us will meet with very much sympathy  
or encouragement from the ruling powers.  
However, it is the duty of the Sanitary Board  
to press forward such measures of reform as  
will bring light, fresh air, and health into the  
homes of the many thousands of our fellow  
creatures around us who are now fighting for  
life in loathsome places, where darkness, dirt,  
foul air, and disease, preclude all possibility of  
a healthy existence, and I think that I can  
readily persevere our crusade against these  
evils, we may hope in course of time, it may be  
years, to effect some local improvement, even  
though we fail to attain the full measure of  
success, which the Vice-President's scheme  
would lead to. I have much pleasure in  
seconding the resolution.

The President in putting this motion be-  
fore the Board I would mention that the Gov-  
ernment have been requested to furnish the  
Board with the Act which contains full provi-  
sion for regulating this matter of Trusts.  
There is no other member of the Committee  
to be nominated by the President, and I think  
we cannot do better than nominate the Vice-  
President, who proposed this motion.

The motion was carried.

DESTRUCTION OF RATS.  
The letters referred to in our report of yester-  
day, having been read Mr. Osborne said:—  
Amongst the papers which have been circulated  
on this subject there are some very interesting  
remarks made by Dr. Manson in his inaugural  
address to the London School of Tropical  
Medicine on the subject of the relationship  
between rats and plague. Coming as they do  
from such an eminent authority as  
Dr. Manson, and considering that the theory  
which he propounds, viz, that rats convey  
infection, is also held by local medical authori-  
ties, I think the Sanitary Board should take  
steps as far as we can to rid the colony of  
this dangerous vermin—not in a spasmodic  
half-hearted spirit, but in a thoroughly sys-  
tematic manner, so that, even though we may  
not, as Dr. Manson puts it, "contemplate the  
approach of plague with equanimity," we shall  
at least have the satisfaction of knowing that  
we have not ignored the warning given us.  
Dr. Manson lays great stress upon the impor-  
tance of killing the rats before the epidemic is  
upon us. He says, "I would emphatically  
point out that, to be effective these measures  
must be taken in anticipation. To prevent  
epidemic plague you must kill the local rats  
before they are attacked." This therefore is the  
time to act; not six months hence, when the  
mischief has recommenced, and my proposal is  
that we should at once organise a rat hunt,  
distribute traps broadcast through the city free  
of charge, and offer a reward for every rat dead  
or alive. I believe this to be the best plan; be-  
cause it is hopeless to expect that we can get  
the rats by any other means than through the  
occupiers of houses, and the only way in my  
opinion by which this can be effected is to

make it worth the occupiers' while to catch  
them. I know that difficulties will arise, and  
that we shall be told that rats will be  
bred or imported from Canton for the sake  
of the reward; but these difficulties must  
be met as they arise, and I have no doubt that  
with the assistance of the Captain Superin-  
tendent of Police they will meet away like most  
difficulties do when brought face to face with  
intelligent determination. We can do nothing  
by ourselves, we have no funds at our disposal  
therefore the only thing we can do is to ask the  
Government to adopt our recommendations  
which are embodied in the proposal. That  
Government be asked to authorise the Sanitary  
Board to purchase and distribute traps free  
of charge to all applicants and to offer a reward  
of two cents (with power to increase the price if  
necessary) for every rat, dead or alive, delivered  
to the Sanitary Board until further notice.

The Vice-President seconded.

The President—I may state that 600 traps have  
already been ordered, and it is proposed to give  
50 traps to each inspector, and the inspectors  
will make a return to the Board, every week, of  
the number of rats caught.

The motion was carried.

Dr. Clark said there were two different  
schemes suggested, one that they should employ  
coolies to catch the rats and another that they  
should give traps to the tenants. The former  
scheme had been tried during the present year  
and they had caught about a thousand rats. If  
the latter was to be of any use they would have  
to distribute traps in every house. The former  
scheme had already been sanctioned by the  
Governor, but if Mr. Osborne's scheme were  
adopted supervision of the traps would be un-  
necessary, of the two, he approved of Mr. Os-  
borne's scheme of distributing traps, and offer-  
ing a reward as likely to be most effective.

The Vice-President—I think that instead of  
being our own rat-catchers we might employ Mr.  
Osborne's scheme and see if that will actually  
do a good deal of trouble was taken last year, but  
the rats proved very hard to get after a time.

Dr. Clark—That was because the coolies  
found that they got paid the same no matter  
how few rats they brought in.

Mr. Osborne's motion was then put and  
carried.

CRÉATION OF HINDOOS.  
The minutes were read and the matter postponed  
until next meeting.

RINDERPEST AT POKFULUM.  
The letters referred to in our report of yester-  
day were read and the Secretary reported  
the receipt of a further letter from Mr. Ladds  
informing the Board that rinderpest had broken  
out in Shed 6, Sassoon's Villa, also belonging to  
the Pokfulum Dairy Co., and recommending  
that the shed be declared infected and a watch  
man appointed.

The Board decided that this should be done.

HOUSING OF DOGS IN QUARANTINE.  
The Vice-President moved that Government  
be asked to sanction the building of suitable  
kennels for quarantined dogs at Hunghom  
Cattle Depot, sufficient to accommodate a  
dozen dogs and capable of considerable ex-  
tension if necessary.

Mr. Osborne—Seconded.

CARRIED.

STALLS IN THE CENTRAL MARKET.  
This matter already referred to in our issue  
of yesterday was considered and the recom-  
mendation of Mr. Ladds to fit up stalls Nos. 179  
to 189 as vegetable stalls adopted.

EXEMPTION FROM LINE WASHING.  
The Exemption for No. 25, Gage Street was  
refused.

The Exemption applied for for 46, Peel Street  
was granted.

DESTRUCTION OF INFECTED CATTLE.  
The action of the chief Vet. Surgeon in order-  
ing the destruction of six head of cattle at the  
Hunghom Cattle Depot was on the motion of  
the Vice President seconded by Dr. Clark; en-  
dorsed by Board.

The other business has already been report-  
ed.

## THE KONORAH COMPANY.

The Konorah Company gave their third per-  
formance last night at the City Hall, before an  
appreciative audience. As previously announced,  
the programme differed from either of those of  
the two preceding performances and fully came  
up to the promises set forth in the handbills  
and circulars so lavishly distributed throughout  
the town. Max Berol again proved himself to  
be an extremely merry wit and, from a  
egg producing capacity, should prove a most  
desirable acquisition to any model farmyard.

He produced eggs in a most simple but aston-  
ishing manner from a very highly coloured  
check handkerchief, but, and here, his unfitness  
for the position of laying hen becomes appar-  
ent, he calmly rubbed his eggs into space in  
full view of the audience. The manner in which  
he produced piles and piles of blossoms from a  
home-made Flora's cornucopia formed of a sheet  
of ordinary cartridge paper, was surprising and  
almost led one to believe that these flowery words  
were materializing as they they fell.

Then came Madame Konorah, a dainty little  
lady in a fetching costume, who, having  
been blindfolded and seated on the stage with  
her back to the audience, described most  
minutely any article held up. This exhibition of  
second sight, as the company term it, is fully  
worth seeing and would alone fully repay one  
for the price of a seat. The rapidity with which  
each article was described, and the number of  
them, effectually dispirited any illusion  
between Max Berol and the fair with upon  
the stage. The lightning calculations, fully  
bore out their name. A series of figures was  
shouted out by the audience and Madame  
Konorah multiplied, added and subtracted in a  
most astonishingly rapid manner, giving the cor-  
rect answer to each problem almost before the  
audience could grasp the meaning of the figures  
displayed upon the black-boards. These were  
read out to Konorah, who was still blindfolded  
and sitting well back at the blackboard, and  
she gave her answers immediately, while  
strange to say, in all instances she began at  
the wrong end, giving the figures from left to  
right instead of from right to left. That is to  
say she gave her answer straight out.

A GENEROUS OFFER.  
After Wm. Berol had delivered his comic  
songs, Max Berol came forward and announced,  
in a neat little speech, that on Saturday night  
ten per cent. of the entire proceeds would be  
given to the "Missus and Kids Fund." This  
offer should be all the more appreciated by the  
Hongkong Public from the fact that the Berols  
are not Britishers, but Germans by birth, and  
Americans by adoption and this offer serves to  
show that they are British by sympathy. It must  
also be remembered that the size of this con-  
tribution depends upon the size of the house,  
so in Kipling's words we say—  
When you've shouted "Rule Britannia!"  
when you've sung "God Save the  
Queen!"  
When you've finished killing Kruger with  
your mouth—  
Will you kindly drop a shilling in my little  
tambourine.

For a gentleman in khaki ordered South?

So—

And let the whole Hongkong Public roll up  
and give a bumper house to help the home-  
land's "Tommy" left behind him.

The show is a really good one and is fully  
worth the price of a ticket, particularly when  
the additional attraction of aiding a good cause  
is thrown in.

## SOUTH AFRICAN WAR.

SAILORS AND SOLDIERS' FAMILIES FUND.  
The undersigned begs to acknowledge with  
thanks receipt of the following subscriptions to  
the above Fund.

The "Missus and Kids Fund" has  
already acknowledged in China



T. W. Pickard, s.s. <i>Kluhlang</i>	1
Wm. Johnston	1
J. McNaughton	1
Wm. Wilson, s.s. <i>Canton</i>	2
A. J. C., s.s. <i>Diamant</i>	2
A. H. Macdonald	2
A. F. Craig	2
R. W. A.	2
Wm. M.	2
J. P. W.	2
K. B. Knight, s.s. <i>Kong Beng</i>	3
B. S. F.	3
W. L. Anderson	3
C. A. Hillie, s.s. <i>Chelydra</i>	3
T. Roberts	3
V. Liddell	3
The Canton Community as follows—	
F. B. Smith	25
C. D. Feron	25
T. E. Griffith	25
F. Salinger	25
S. Hanisch	25
A. W. Cross	25
B. C. George Scott	25
E. T. Bond	25
B. Stewart Ringer	25
H. E. Wadman	25
A. Sugden	25
A. S. Watson & Co.	25
E. Finlayson	25
C. Lafreux	25
E. A. Stanton	25
I. Mc Isaac	25
E. D. C. Wolfe	25
John Naismith	25
W. Gater	25
G. E. Beeton	25
S. D. Pittipios	25
H. L. Higgs	25
P. F. David	25
C. J. Duff	25
A. C. T. Robinson	25
H. W. Hine	25
W. Peacock	25
D. Beatty	25
G. L. Simpson	25
H. Staples Smith	25
F. M. Baddley	25
R. Walter	25
R. L. Warren	25
R. Soanes	25
A. Lay	25
W. Nelson Lovatt	25
K. J. Mackie	25
G. A. Dunbury	25
H. E. Williams	25
E. Hubbard	25
D. Duncan	25
J. Tweddie	25
J. H. Barton	25
G. W. Sheppard	25
C. Lindberg	25
Madar & Farmer	25
E. Dewstoe	25
J. B. Vassilia	25
M. N. Mahlon	25
E. Drichen	25
F. R. da Cruz	25
W. Duncan	25
G. E. Bell	25
H. Pearson	25
E. Fervis	25
W. F. Lanford	25
G. F. Hoskins	25
Bomanjee & Co.	25
C. Cokerjee & Co.	25
C. C. Karanjia	25
M. N. Gobhai	25
S. R. Futakia	25
B. B. Blesania & Co.	25
J. E. Kavarana	25
S. E. Kavarana	25
H. K. Dhabhar	25
G. W. Sharnhorst	25
J. Thomas	25
L. Smith	25
H. Surplice	25
G. H. King	25
T. H. Smith	25
F. R. H. Croft	25
F. Heilmen	25
H. F. Brackston	25
M. Thomas	25
A. Martin	25
E. C. Charrington	25

\$29,455-55

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

## THE PEAK TRAMWAY.

DEAR SIR,—I was very glad indeed to read your article on the Tramway Company which, however, was, in my opinion, a very strong recommendation of the Peak Tramway. The word station is a misnomer—there is no station, it is only a bare, open, exposed and dangerously steep platform, while, to get in and out of the outside car, passengers are always in danger of tripping over the rope of the inside car and to ladies the greasy rope is ruinously destructive to their dresses; surely it would be perfectly possible to keep a permanent employee at that station to move a travelling platform across from one line to the other according to which car is due so that passengers by the outside car would not require to run any risks of broken ankles or spoiled dresses. Even at the top station there is no protection from the rain and no waiting room.

At Bowen Road there is an apology for a shelter, but the car never stops there—the shelter has been put in the wrong place! With the increased profits which the company is now earning, surely the public have a right to demand a better accommodation and the Government, who gave the concession, should insist that the reasonable requirements of the public convenience ought to be properly attended to.

Yours faithfully,

HONGKONG, DECEMBER 8th, 1899.

## A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Knowing the keen interest taken by your valuable paper on all matters pertaining to sport, I hope I may be allowed to make a suggestion which I believe will tend greatly to revive the languishing interest that is now taken in our national game. We see the interest that is taken now in football and without comparing the many advantages which both games possess it might be as well to consider why it is that football attracts so much interest while cricket is comparatively left out in the cold. I believe it is mainly because there is no shield competition among cricketers. The game might not be quite so interesting to spectators as football, but I am convinced that it is equally, if not more, interesting to the players, and I am sure we have enough cricket clubs in the Colony to form a shield competition between the different eleven.

The Hongkong Club have recently shown a most praiseworthy public spirit in all sports and I think it only to be proposed to them for their interest in the matter to recognize the difficulties of all sporting matters in the Colony and to undertake their management. Thanking you in advance, Sir, for your kindness in inserting mine,

I am, etc.,

A LOVER OF THE GAME.

HONGKONG, DECEMBER 8th, 1899.

## VICTORIA RECREATION CLUB REGATTA.

FIRST DAY—TUESDAY, 19TH DECEMBER, 1899.  
1st Race—1 p.m. LIGHT GIGS.—Open to regular Chinese crews of the same Hong or Office. Boats must carry a European coxswain. Boats to be passed by the Committee. Distance, One Mile. Time allowance, 8 seconds per oar. 1st Prize, \$10; 2nd Prize, \$5.

2nd Race—1.30 p.m. CHAIRMAN'S CHALLENGE CUP.—For Four-oars. Cup to be held by the winning crew for one year but to remain the property of the Club. Distance, One Mile. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club.  
The following crews have entered:—

Row. Leek.  
A. Humphreys A. J. Mackie  
O. J. Ellis W. Watson  
A. E. Asgar W. S. Barley  
J. A. Fredericks (Capt.) A. E. Alves (Capt.)  
R. Henderson (Cox) F. W. White (Cox)

Shamrock. Kornblume.  
H. A. Sech J. Miller  
F. M. Handman F. M. Rosa Pereira  
E. E. A. Hance J. H. Hance  
A. A. Alves (Capt.) E. Herbst (Capt.)  
E. Grant Smith (Cox) S. A. Sech (Cox)

Thistle.  
F. D. Baine  
R. Lapsley  
H. W. Kennett  
W. A. Stopani (Capt.)  
F. Lammer (Cox)

3rd Race—2 p.m. LIGHT GIGS.—Open to European non-commissioned officers and Men of any Regiment or Corps of the Garrison or to European crews of any of H. M. Vessels or to European members of the Police Force. Entrance, \$1. Distance, One Mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per oar. Four boats must start for 2 Prizes. 1st Prize, \$15; 2nd Prize, \$10.

4th Race—2.30 p.m. SNAKE BOATS.—Open to Chinese Snake Boats. Distance, One-mile. 1st Prize, \$10; 2nd Prize, \$5. Eight boats to start for 2 Prizes.

5th Race—2.40 p.m. LADIES' PRIZE.—Presented by the Ladies of Hongkong. For Four-oars. Distance, One-mile. Entrance, \$10. To be rowed in Boats the Property of the Victoria Recreation Club, and the Hongkong Boat Club. Entries close on the 12th inst.

6th Race—3 p.m. GIG RACE.—(Double sculls). Distance, Half-mile. Entrance, \$2. To be rowed in boats the property of the Victoria Recreation Club. Entries close on the 12th inst.

7th Race—3.30 p.m. MEN-OF-WAR'S CUTTERS.—The boats to be approved and handicapped if necessary by the Committee. Distance, One-mile. Time allowed for Oars, 8 seconds per Oar. Four Boats must start for 2 Prizes. Entrance, \$1. First Prize, \$15; Second Prize, \$5. (Post entries).

8th Race—4 p.m. SAMPAK RACE.—Open to regular Chinese sampans. Distance, Half-mile. 1st Prize, \$10; 2nd Prize, \$5. Eight boats to start for 2 Prizes.

9th Race—4.30 p.m. HONG FOURS.—Distance, One Mile. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club.

Sailing Race.—FOR ALL OPEN BOATS.—Any rig, Chinese-owned boats excluded. Time allowance, 10 seconds per foot in length of boat per mile. Length of boat to be stated. Entrance, \$2. Prize, \$25. Course, 9 miles. (Winner of Open-Boat Sailing Race of previous day to be penalised 5 minutes).

M.Z.—Entries for Races, 1, 2, 3, 8 and 10 (First Day), and 1, 2, 3 and 7 (Second Day), will close on Tuesday, the 13th December, 1899, at 6 p.m. and must be sent in writing to the Hon. Secretary on Wednesday, the 14th December, 1899. Entries for all other rowing races to be made on board the Flag Ship 2 hours at least before the advertised time of the starting of the race, and each entry must be accompanied by the entrance fee. All other entrance fees must be paid to the Hon. Treasurer before the 19th December. Entries for the sailing Races must be sent to Mr. A. Demson on or before Tuesday, the 13th December, 1899.

SECOND DAY—WEDNESDAY, 20TH DECEMBER, 1899.  
1st Race—1 p.m. LIGHT GIGS.—Open to regular Chinese crews of the same Hong or Office. Boats must carry a European coxswain. Distance, one mile. Time for oars, 8 seconds per oar. First prize, \$10; 2nd prize, \$5. Winner of No. 1 race first day excluded. Boats to be passed by the committee.

2nd Race—1.30 p.m. INTERNATIONAL CHALLENGE CUP.—For Four-oars. Cup presented by the late J. S. Lapraque. Esq., to be held by the winning crew for one year but to remain the property of the Club. Distance, one-mile-and-a-quarter. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club, and the Hongkong Boat Club. Entries close on the 12th inst.

LUSITANO CUP.—Presented by the members of the Lusitano Club. For Four-oars. Distance, one mile. Entrance, \$10. To be rowed in Boats the Property of the Victoria Recreation Club, and the Hongkong Boat Club. The following crews have entered:—

Row. Leek.  
F. D. Bain J. C. Logan  
F. M. Rosa Pereira A. Humphreys  
Albert Ellis E. E. A. Hance  
A. E. Alves (Capt.) A. A. Alves (Capt.)  
E. Grant Smith (Cox) H. W. Kennett (Cox)

Thistle.  
G. Rapp H. A. Sech  
F. H. Hyndman F. Garrett  
A. E. Asgar R. Lapsley  
J. A. Fredericks (Capt.) R. Stopani (Capt.)  
F. Lammer (Cox) H. M. Bain (Cox)

Kornblume.  
A. J. Mackie  
J. Miller  
J. H. R. Hance  
E. Herbst (Capt.)  
F. W. White (Cox)

3rd Race—2 p.m. LIGHT GIGS.—Open to European non-commissioned officers and men of any Regiment or Corps of the Garrison or to European crew of any of H.M. vessels or to European members of the Police Force. Entrance, \$1. Distance, one mile. Boats to be approved of by the committee. Time allowance, 8 seconds per oar. Four boats must start for 2 prizes. Winning crew of 3rd race first day to be handicapped by the committee. 1st prize, \$15; 2nd prize, \$10.

4th Race—2.40 p.m. SAMPAK.—Open to regular Chinese sampans. Distance, Half Mile. 1st Prize, \$10; 2nd Prize, \$5. Eight boats to start for 2 Prizes. Winner of No. 9, First Day, excluded.

5th Race—3 p.m. GERMAN CUP.—Presented by the Members of the Club Germania. For Four-oars. Distance, One Mile. Entrance, \$10. To be rowed in Boats the Property of the Victoria Recreation Club, and the Hongkong Boat Club. Entries close on the 12th inst.

6th Race—3.30 p.m. FOR MEN-OF-WAR'S GIGS AND WHALERS.—Distance, One Mile. Entrance, \$1. First Prize, \$15; Second \$5. The Boats to be approved by Committee. Time allowed for Oars, 8 seconds per Oar. Three Boats must start or no race. (Post entries).

7th Race—3.50 p.m. CHINESE CUP, GRIPVINA RACE.—For Four-oars. Open to Members and Subscribers of the Victoria Recreation Club and Hongkong Boat Club who have never won a race at a Regatta in China. Distance, One Mile. Entrance, \$5. To be rowed in Boats the Property of the Victoria Recreation Club and Hongkong Boat Club.

The following crews have entered:—

Leek. Row.  
L. A. O'Brien S. R. Moore  
F. Garrett E. S. Ford  
J. D. Baine A. Humphreys  
W. Watson (Capt.) M. E. Asgar (Capt.)  
A. E. Alves (Cox) F. Lammer (Cox)  
Kornblume. Shamrock.  
H. S. Bevan H. Craig  
T. G. Chunnett H. M. Bain  
E. Benjamin J. C. Logan

R. Lapsley (Capt.) W. F. Bailey (Capt.)  
S. A. Seth (Cox) E. Herbst (Cox)

Thistle.  
A. M. Rosa Pereira  
C. D. Silva  
R. Bana  
T. D. Bain (Capt.)  
F. W. White (Cox)

Sailing Race.—FOR YACHTS AND PARTIALLY-DECKED BOATS.—(Handicap by the Committee of the Royal Hongkong Yacht Club). Prizes—Cups for 1st and 2nd boats. Entrance, \$4. Course, 9 miles.

Sailing Race.—FOR ALL OPEN BOATS.—Any rig, Chinese-owned boats excluded. Time allowance, 10 seconds per foot in length per mile; length of boat to be stated. Entrance, \$2. Prize, \$25. Course, 9 miles. (Winner of Open-Boat Sailing Race of previous day to be penalised 5 minutes).

M.Z.—Entries for Races, 1, 2, 3, 8 and 10 (First Day), and 1, 2, 3 and 7 (Second Day), will close on Tuesday, the 13th December, 1899, at 6 p.m. and must be sent in writing to the Hon. Secretary on Wednesday, the 14th December, 1899. Entries for all other rowing races to be made on board the Flag Ship 2 hours at least before the advertised time of the starting of the race, and each entry must be accompanied by the entrance fee. All other entrance fees must be paid to the Hon. Treasurer before the 19th December. Entries for the sailing Races must be sent to Mr. A. Demson on or before Tuesday, the 13th December, 1899.

THIRTEENTH, NOVEMBER 24th.  
(FROM OUR OWN CORRESPONDENT.)

Murmurs reach me from Peking that a movement is on foot; but facts are wary. I am assured that the Germans are literally grovelling before Russia, and anxious above all things to the Liautung Treaty alliance perpetuated, with the thwarting of British interests at the objective. But I do not anticipate anything coming of it, for two reasons. First, Japan has to be reckoned with, and her position with China seems pretty firmly established now. Secondly, Germany has Imperial considerations which are calculated to far outweigh any schemes of petty aggrandisement out here. Her interests in Europe and Samoa are far larger than they will ever be in Shantung, and it is highly improbable that any combination of this kind would be approved by the Kaiser. It pleases the Liautung Treaty alliance perpetuated, with the thwarting of British interests at the objective. But I do not anticipate anything coming of it, for two reasons. 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Her interests in Europe and Samoa are far larger than they will ever be



## Intimations.

**PHOTOGRAPHIC**  
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c., &c., &c.

Coast Port Orders Executed.

**ACHEE & CO.,**  
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239]

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

**THE VICTORIA DISPENSARY,**  
HONGKONG.

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION  
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

by  
**THE PETER SYS COMPANY,**  
(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

12th October, 1898. [1242]

**SOCIÉTÉ ANONYME DE TRAVAUX**  
**DYLE ET BACALAN**  
Capital: £ 300,000  
Head Office: 15, Avenue Maitland, Paris

WORKS IN EUROPE:-  
at Bordeaux (BACALAN), France  
at Levallois (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Axles and Axle combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

**CONTRACTORS**  
Constructing and Working  
Rivers and Harbours.

M. Oppenheimer & Co., Paris.

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor:-  
**THOMAS BEECHAM, St. Helens, England.**

SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA:-  
**WATKINS & CO.,**  
APOTHECARIES, 46, Queen's Road,  
Central, Hongkong. [1243]

THE NEW FRENCH REMEDY.  
THERAPION.

This successful and highly popular remedy,  
as employed in the Continental Hospitals by  
Ricord, Kossan, Jobert, Velpeau, and others,  
combines all the desiderata to be sought in a  
medicine of the kind, and surpasses everything  
hitherto employed.

**THERAPION No. 1**, in a few days only,  
removes all discharges from the urinary organs,  
effectually superseding injections, the use of  
which does irreparable harm by laying the  
foundation of stricture and other serious dis-  
eases. In dysentery, piles, irritation of the  
lower bowel, cough, bronchitis, asthma, and  
some of the more trying complaints of this  
kind, it will be found astonishingly efficacious,  
affording prompt relief where other well-tried  
remedies have been powerless.

**THERAPION No. 2**, for impurity of the  
blood, scurfy, pimples, spots, blotches, pains  
and swellings of the joints, secondary sym-  
ptoms, disease of the bones, sore throat, and all  
diseases for which it has been too much a  
fashion to employ mercury, sarsaparilla, &c., to  
the destruction of the sufferer's teeth and ruin  
of health. This preparation purifies the whole  
system through the blood, and thoroughly  
eliminates every poisonous matter from the  
body.

**THERAPION No. 3**, for nervous exhaustion,  
waste of vitality, and all the distressing con-  
sequences arising from early error, excess,  
residence in hot unhealthy climates, &c. It  
possesses surprising power in restoring strength  
and vigour to the debilitated.

**THERAPION** may be procured at 2/6 and  
4/6 per package, of the principal Chemists and  
Merchants throughout the world. In ordering,  
the purchaser should state which of the "three  
numbers" he requires, and observe that the  
word "THERAPION" appears on the Govern-  
ment Stamp (in white letters on a red ground)  
affixed to every genuine package by order of  
Her Majesty's Hon. Commissioners, and with-  
out which it is a forgery.

Sold by **A. S. WATSON & Co., Limited**  
Hongkong, China and Manila. [1244]

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

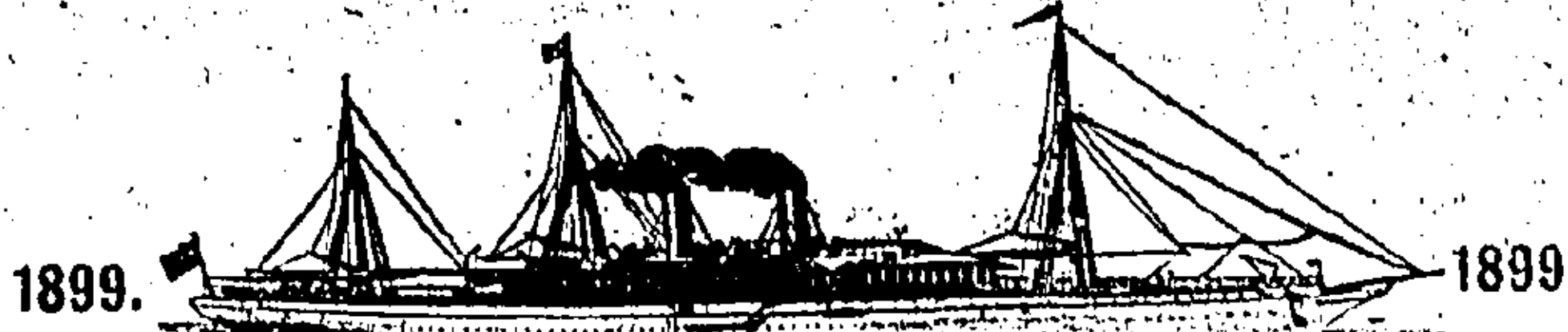
## JEYES FLUID

THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

**W. G. HUMPHREYS & Co.,**  
Bank Buildings,  
Hongkong, 9th March, 1899. [1245]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

**EMPEROR OF JAPAN**...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899.  
**EMPEROR OF CHINA**...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 27th Jan., 1900.  
**EMPEROR OF INDIA**...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Hongkong, 27th November, 1899. [1246]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, The  
UNITED STATES, MEXICO, CENTRAL and  
SOUTH AMERICA, &c.

**Strathgyle**... 5,023 tons... about Dec. 20  
**Carlisle City**... 3,002 tons... about Dec. 31  
**Belgian King**... 3,379 tons... about Jan. 15  
**Garmarthenshire**... 2,920 tons... about Jan. 31

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO VIA  
Kobe, YOKOHAMA and HONOLULU,  
on or about WEDNESDAY, the 20th instant.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany cargo des-  
tined to Points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to

**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, China and Japan.  
Hongkong, 6th December, 1899. [1247]

NORTH PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

**Saint Irene**... 3,877 tons... W. Attree... Dec. 20  
**City of Dublin**... 3,328 tons... R. Rae... Dec. 30  
**Reconshire**... 3,567 tons... G. E. Elliott... Jan. 13

ALSO

FOR PORTLAND, OREGON, IN  
CONNECTION WITH  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.

**Monmouthshire**... 2,874 tons... W. A. Evans... Dec. 23  
**Aberglow**... 3,777 tons... J. Murray... Jan. 27

THE attention of Passengers is directed to  
the very cheap rates offered by the Line.

**HONGKONG TO LONDON** £47.

Excellent accommodation. First-class Ta-  
bles. DOCTOR and STEWARDESS carried.

**HONGKONG TO NEW YORK** £41.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

**HONGKONG TO TACOMA** £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; and the  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M., on the day  
previous to sailing.

For further information apply to  
**DODWELL & CO., LIMITED,**  
General Agents,  
Hongkong, 1st December, 1899. [1248]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERMAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

THE Steamship

Captain C. T. Denny, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this  
port for HOMBAY, &c., TO-MORROW, the 9th  
instant, at Noon, taking Passengers and  
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent,  
Hongkong, 8th December, 1899. [1249]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.

VIA

THE OVERLAND RAILWAYS,  
AND  
PLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Doric** (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Saturday, 23rd Dec.,  
at Noon.

**Coptic** (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Saturday, 20th Jan.,  
1900, at Noon.

**Gaelic** (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Tuesday, 13th Feb.,  
1900, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONOLULU,  
TO-MORROW, the 9th December, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-em-  
barking at San Francisco for China or Japan  
(or vice versa) within one year, will be allowed  
a discount of 10 per cent. This allowance does  
not apply to through fares for China and Japan  
via Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building,  
J. S. VAN BUREN, Agent,  
Hongkong, 30th November, 1899. [1250]

## Mails.

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Tosa MARU H. Fraser	YOKOHAMA (DIRECT)	TUESDAY, 12th Dec., at 4 P.M.
Riojun MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), Kobe and YOKOHAMA	THURSDAY, 14th Dec., at 4 P.M.
Hakata MARU F. L. Sommer	MARSEILLES, LONDON and ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 15th Dec., at Noon.
Kagoshima MARU R. Nunome	Kobe and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
Yawata MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd Dec., at 4 P.M.
Futami MARU J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.
Awa MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th Dec., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 5th December, 1899. [1251]

NORDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG... Christiansen	HAVRE and HAMBURG.	14th December
*SARNA... Fuchs	(LONDON with transshipment in HAMBURG)	About 7th
AMBRIA... Burmeister	HAVRE and HAMBURG.	About 15th
WITTENBERG... Madsen	(LONDON with transshipment in HAMBURG)	About 20th
*SILUSIA... Behrens	MARSEILLES, HAVRE & HAMBURG.	About 30th

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

981] **CARLOWITZ & Co.,**  
Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu) ... To-morrow, 9th Dec.,  
at Noon.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu) ... Wednesday, 3rd Jan.,  
1900, at Noon.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu) ... Saturday, 27th Jan.,  
1900, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONOLULU,  
TO-MORROW, the 9th December, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-em-  
barking at San Francisco for China or Japan  
(or vice versa) within one year, will be allowed  
a discount of 10 per cent. This allowance does  
not apply to through fares for China and Japan  
via Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building,  
J. S. VAN BUREN, Agent,  
Hongkong, 14th November, 1899. [1252]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ... Saturday, 16th Dec.,  
at Noon.

THE Company's Steamship

"CHINA,"

will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA and HONO-  
LULU, on SATURDAY, the 16th December,  
at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States of Canada. Rates may be ob-  
tained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACI-  
FIC, UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
London, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building,  
J. S. VAN BUREN, Agent,  
Hongkong, 23rd November, 18



## CANTON NOTES.

[From the Tsun Wan Yat Po.]

## INCENDIARISM.

About 90 robbers attacked a house on the 27th ultimo at Nam Yat, belonging to the Go family. Being elated with their success they started upon another house but found the door strongly barred against them. The inmates, under the delusion that the robbers would not resort to violence, refused them admittance though they were threatened by the robbers that they would set the house alight. This threat was, however, executed and the owners of the property not only lost their money but their house as well.

## AN ARTFUL SUBTERFUGE.

A daring robbery was committed on the 28th ultimo in Shan Yat, when thirteen houses were robbed, the robbers, about 100 strong, overpowered the constabulary and had no difficulty in carrying off about \$20,000 worth of goods.

On the same night a family elder named Chang was giving a dinner to commemorate his return after a long absence in foreign lands, to which were invited all his relations and friends. As a precautionary measure they hired soldiers to guard against the robbers while they were enjoying themselves. Just before dinner a number of chairs, with four chair-coolies and a great retinue, arrived, having the style of men of importance as if they were mandarins and, of course, the soldiers allowed them to pass into the banquet hall. As soon as they were all within the doors of the house, the men took off their sham clothes and showed the arms which they had concealed upon them. Chang shouted for help but before the soldiers had time to come another party of robbers, who had been waiting outside, overpowered the soldiers who had been left on watch, while those inside completed the robbery.

CHINA NAVIGATION OFFICE THREATENED. Although many more soldiers have been quartered in Canton than ever before, the robbers still continue in as great a number and the junks along the river have to suffer as much as ever.

Quite recently the China Navigation Co. received a letter, from the robbers demanding the sum of \$10,000 to be sent to them at Fat Shan and threatening that if the money was not paid they would attack the Company's steamboats. The China Merchants handed the letters to the Mandarin of the Nam Ho district and asked His Honour to enquire into the matter.

## A DISASTROUS FIRE.

A great fire is reported to have occurred at Sak Loong in which 200 houses were destroyed. The fire originated at 2 p.m. on the 1st instant in a shop in a back street and raged until 9 a.m. the next morning.

## DARING ROBBERY.

A family named Lee has been resident at a village for some time. Lately some of the members of the family having returned from foreign lands where they had made their fortunes, have built fine houses and furnished them very gorgeously. This made the robbers very anxious to rob them and so on the 29th ultimo they gathered together about 100 men outside the village and waited an opportunity to rob the villagers. The police, not having received information concerning the robbers' movements, divided their forces and allowed the brigands to gain access within the city walls. They went straight to the police station and after overcoming the remaining guards of the peace, tied them up and stole their arms. All was now plain sailing, so they started and robbed eight houses just as a reminder that the inhabitants should keep greater watch on their goods and chattels, being satisfied with their night's work, they returned the following night and robbed some more houses, the police being powerless against them as they had already stolen all the policemen's arms.

## SHIPPING REPORTS.

Captain Hall, of the steamship *Szechuen*, from Chinkiang, reports:—Moderate monsoon, fine clear weather throughout.

Captain P. H. Rolfe, R.N.R., of the steamship *Yuanang*, from Manila, reports:—Fine, clear, cloudy sky, moderate monsoon and sea.

Captain Mitchell, of the steamship *Fansang*, from Wuhu and Chinkiang, reports:—Moderate N.E. to northerly winds and smooth sea.

Captain J. W. Ekstrand, of the steamship *Rijun Maru*, from Seattle, reports:—Very quick voyage, smooth sea, passengers never sea sick.

Captain P. S. Primrose, of the steamship *Tachow*, from Bangkok, reports:—From Bangkok to Pulo Panjang light N.E. winds and fine weather, from thence to port fresh gale from the N.E. with high seas.

Captain Passmore, of the steamship *Thales*, from Coast Ports, reports:—Taiwan to Amoy strong N.E. breeze and high sea, cloudy with rain. Amoy to Swatow moderate N.E. breeze and sea, cloudy and fine. Swatow to port moderate easterly breeze and sea, clear and fine. Vessels in Amoy:—*Ligabli*, in Swatow: *Prosper* and *Trym*.

## WAR. WITTIOLISMS.

## THE BADINAGE OF THE LONDON BUS CONDUCTORS AND DRIVERS.

The war dominates everything in London at present, from the women's clothes, which are gradually getting military, and the new hats, which are either little furry affairs suggestive of Hussars or soft felt à la New South Wales Landers down to the conversation of the bus conductor and the street arab.

The latter up-to-date being in exchanging the subtleties of "Not awful!" and the pleasantries of "What ho, she bumps!" for expressions more in keeping with the prevailing South African spirit.

"Hi, Krooier! How many papers ye got left?" "I'll Krooier you if you don't trek, I will!" came the reply, fleet as way the other day.

## "THE AWAY CORPSE."

A small, wizened specimen of the Cockney boy was riding along City-rd. on a spare tram horse. To him a chum on the pavement, thus: "Ullot! wet price you? Rile! Ovesse. Ertillery, are you?"

"Wot, me? Nar, I'm the Awmy Corpse, I am!"

"Blimey! Shouldn't wonder if yer wos. I never thought yer more'n 'awf alive."

"Block in Holborn—bus, cabs, carriages, wagons in apparently inextricable confusion."

"Nar then, move on that ole ambulance wagon, won't yer?"—thus the driver of a bus to the conductor of the line in front of him.

"But the conductor was equal to the occasion. 'Garn! If you go on a driving as you wos in Newgate-st, they'll want us to pick up yer dead and wounded afore we get to the Succa. Why if I couldn't drive a nary better than that, I'd go out and be a krooier, I would!"

Roars of laughter followed this from the sundry drivers round, and the man in charge of a big provision merchant's cart was particularly convulsed.

## KNEW WHAT KOPIE MEANT.

"Kopie!" he chuckled, when he could find breath. "Kopie! wy, you don't know wot a kopie is, you don't!"

There was a superior air of wisdom derived from special editions about this that nettled the conductor.

"Go on, lawf agin, I would. Turn all them blooming pies of yours sour, you will. Shouldn't wonder if it took a matter of three pards of the profits of them steak puddings. I have heard as the Gov'ment's a sendin' out some of your people's puddings for explosive shells!"

Collapsing of the provision driver, but it was only for a moment, then he returned to the original cause of his mirth.

"Kopie! kopie! I wish you wos one, I'd be able to drive rand you then. Praps you'd —" But the bus conductor at this point deemed it expedient to collect fare inside.

## "H.M.S. VENERABLE."

NEW BATTLESHIP LAUNCHED AT CHATHAM.

MRS. CHAMBERLAIN CHRISTENS THE BIG VESSEL AND STARTS IT ON ITS ADVENTUROUS CAREER.

The launch of the great new battleship the *Venerable* at Chatham was one of the easiest-sweetest, the bluejackets called it the men at the dockyard have seen. Not merely without a hitch, but without the least bit of fuss or worry the huge hull, 5,200 tons in weight, slid down into the water like a live and sentient thing.

The *Venerable* is of the barbettes first class, and will when finished be one of the biggest vessels we possess. When launched she was only a baby, a third of her proper weight. Full-grown she will displace 15,000 tons. She is to steam at 18 knots an hour, and will carry 2,400 tons of coal. Her crew, exclusive of admiral and his staff, will number 773 souls.

In armament she will have four 12 in. breech-loading wire guns, 12 6 in. quick-firing; 16 12 pounders, 120 quick-firing, two 12 pounders, 800 quick-firing, six 3-pounder Hotchkiss, eight 45 Maxim, torpedo tubes (submerged) four; number of torpedoes—14 18 in., five 14 in.

The building of the hull has been accomplished in remarkably good time. The first keel plate was laid on 2 Jan. last.

The christening ceremony was performed by Mrs. Chamberlain, wife of the Colonial Secretary. The London, Chatham, and Dover put on special train, starting from Victoria at a quarter to ten. By this travelled Mr. and Mrs. Chamberlain, Mr. Goschen, several lords of the Admiralty, and Mr. Austen Chamberlain.

The train was right up 'longside of the hull, and there was a great reception of the distinguished lady and the statesmen. Bluejackets were drawn up in a line along one side of the train. Marines were formed up on the other side. The marines presented arms and raised their flags as the guests stepped from the train and were received by the Admiral-Superintendent, and the band amid great enthusiasm played "Britons never shall be slaves."

THE ASSEMBLED CROWDS. Admission to the dockyard was only by ticket, but there was a great throng of visitors upon platforms high up where everything could be seen. Bunting and decoration were all around. The scene was quite a gay one, despite the dismal weather.

The train being somewhat late the clergy began the religious part of the ceremony the moment Mrs. Chamberlain had climbed the many steep ladders reaching up to the platform just at the ship's big nose, the ram.

It is a pretty service, much more than a mere naming, for prayers are said for the lives of all who will go down to the sea in the new vessel. Then the hymn "Eternal Father, strong to save," with its touching melody, was sung by the choir and most of those present. The refrain, "O, hear us when we cry to Thee, For those in peril on the sea," raised a very beautiful effect.

Mrs. Chamberlain, dressed in bright scarlet and carrying a large bouquet of white lilies, was evidently very happy, though extremely nervous. She talked merrily to everybody, walked up and down the side of the hull, and asked what everything was for and about it. But when the Admiral showed her the bottle of wine was to be broken she evidently felt that a large responsibility was upon her. There was, however, to be no fear of mischance.

The bottle was affixed to the hull on a long lever, and hidden in white flowers. Mrs. Chamberlain seized it with both hands, and—bang!—the wine spouted out over the flowers and ran down upon the heads of the workmen below. Mr. Chamberlain sprang back startled. However, all was well, and the big ship was christened the *Venerable*.

## LAUNCHED.

But there had to be a wait of ten minutes, the tide was not high enough for the launch. At a quarter to twelve the signal was given, the bugles sounded the warning, the Admiral opened a pretty little case and handed Mrs. Chamberlain a small mallet and a sharp chisel. In a fine workmanlike way Mrs. Chamberlain took the tools, the rope was cut, and away went the ends, and away beneath the hull went a rumbling like distant thunder as the timbers were knocked loose.

"She goes!" In a moment she was gone. Out in the Medway's mouth she was floating as proud-looking and as comfortable as could be. She had glided into the water with less splash than a chute boat. Everybody congratulated everybody else. The men below re-echoed the cheers of the guests overhead, and the band played "God Save the Queen."

Afterwards the Admiral-Superintendent gave a lunch, and the guests were shown over the dockyard.

## THE AUSTRALIAN CONTINGENT.

OFFICERS' RAY REDUCED.

Replying to a question asked by Mr. J. Fitzpatrick, in the N. S. W. Legislative Assembly, the Premier stated that he had been informed by Mr. Sleath that Major Bayly's pay had been reduced by £30, Major Bridge's by £50, and Captain Douglas's by 3s. 6d. per day. These officers had volunteered for service in South Africa. Personally he was not acquainted with the facts, but if they were as represented he considered it a very wrong thing, and would ask the Minister for Defence to make an inquiry into the matter.

Mr. A. Chapman asked if there had been a great deal of grumbling as to the quality of the supplies sent along with the troops on the *Kent*.

Mr. Lyne answered that he was aware that a good deal of the lucerne when put on board was found to be not up to the sample. He saw the Major-General about it, and asked him to give instructions that such of it as was inferior was not paid for. He had also communicated with the Minister for Defence on the subject.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons claimed at the Post Office:

Brooks, Captain J. S. Leopold, E. J. Metman, H. Mamedine, E. Marthens, A. Moses, H. E. H. McRay, A. L. MacDonald, Mrs. E. Moane, G. H. McLeod, Mr. and Mrs. Moldajad, P. Martini, Sig. McCoy, J. P. Monsarrat, F. G. McClelland, Miss Morris, R. McFetters, T. Moseley, Mrs. M. E. Nathan, Mrs. N. P. Niven, L. Putsch, C. H. Porst, L. L. Partridge, C. Pymong, T. F. Prynn, F. J. Pelley, E. Le Paulsen, Dr. A. Plesse, C. Pierce, Mrs. P. Powell, H. G. Cooke, D. J. Passon, L. C. Polter, Rev. H. C. Rothenberg, K. Rogers, Major A. Rouget, J. Rotstein, B. Reiber, F. Riccard, P. Rourks, S. A. Roberts, Mrs. D. Spinnal, Miss A. Smailwood, E. E. Saldanha, D. C. Stennon, J. Stanley, J. W. Schusterman, V. Sait, Miss Abdul Karim, Ah Mohamed Strongfield, Sir M. K. Y. Sydney, W. A. Steinhilber, Marie Stone, Miss J. Seuberg, Capt. T. Stuart, Miss Sperry, Miss B. S. Sharpe, C. Shier, D. A. Thomson, R. Taber, Miss H. Tompson, C. H. Thompson, H. Voebel, R. Wilckens, H. Weismann, B. Watson, E. R. White, J. B. White, S. S. Whitelaw, W. R. Williamson, R. Wing, W. Windrich, K. Wolf, M. D. Wilson, Mrs. E. Whinnerah, T. C. Young & Lawson, Messrs. Zulani, F.

## List of Registered Covers for Poste Restante.

Antonietta, Garrolo. Khan, Mehta Bonamour, P. Balch, A. W. Cuvillie, James Cameron, Wm. Crawford, J. R. Cunningham, A. Colman, Mrs. W. H. Chief Engineer Hong Kong Railway Din, Mur Danenberg, Mrs. E. Droz, E. Dalil, L. Falkenick, S. Fanstein, Miss A. Freidmann, M. Fook Sing & Co. Fehiz, Dr. Fakoz, D. Forsyth, G. G. S. Gansky, S. O. Harris, F. Hesketh, S. B. (2) Hooper, G. W. (4) Israel, Eisik Jorge, J. V. Jackson, Sergt. C. Ko Sin Fan Kalandar Khan S. S. Changsha, C. F. Moule. S. S. Culcha, J. W. Gill. S. S. Formosa, J. H. Hill. S. S. Losos, C. G. Menus. S. S. Mongkut, James Roberts. S. S. Patroclut, D. Pritchard. S. S. Patroclut, W. R. Wigmore. S. S. Parang, Chief Engineer. S. S. Tinar, Capt. Anderson.

## List of Registered Covers for Merchant Ships.

S. S. Changsha, C. F. Moule. S. S. Culcha, J. W. Gill. S. S. Formosa, J. H. Hill. S. S. Losos, C. G. Menus. S. S. Mongkut, James Roberts. S. S. Patroclut, D. Pritchard. S. S. Patroclut, W. R. Wigmore. S. S. Parang, Chief Engineer. S. S. Tinar, Capt. Anderson.

## Intimations.

## F. CAZANOVE, BORDEAUX.

GOLD MEDALS  
Bordeaux, 1892; Paris, 1899.

## LIQUOR OF THE REVEREND FATHER A. KERMANN.

This ELIXIR is composed with success to restore the FORCES OF THE STOMACH AND FACILITATE DIGESTION.

TONIC WINE  
Of the Rev. Father A. KERMANN.  
MOKE-KIA of Dr. GOLL.  
CREME DE MANDARINE.  
AVALINE ANISETTE SUPERFINE.

Apply to  
LAENDLER & Co., Paris.

## SIEN-TING, SURGEON DENTIST.

No. 10, D'AGULAR STREET.  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1898.

## Shipping.

## STEAMERS.

FOR MANILA.  
(Taking Cargo at through Rates for Iloilo and Zambo.)

## THE Steamship.

"VENUS,"  
Captain D. Innes, will be despatched as above TO-MORROW, the 9th instant, at Noon.  
For Freight or Passage, apply to  
BRANDAO & Co., Agents.  
Hongkong, 8th December, 1899. [1495]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 9th instant, at 3 P.M.

For Freight or Passage, apply to  
DOUGLAS LARRAIR & Co., General Managers.  
Hongkong, 7th December, 1899. [1512]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAIWAN,"  
Captain Harder, will be despatched as above TO-MORROW, the 9th instant, at Noon.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 6th December, 1899. [1501]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"  
Captain T. Ogura, will be despatched for the above ports, on SUNDAY, the 10th instant, at Daylight.

For Freight or Passage, apply to  
MITSUBI BUSSAN KAISHA, Agents.  
Hongkong, 4th December, 1899. [1213]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"  
Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 7th December, 1899. [1509]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS,"  
Captain Riley, will be despatched as above on TUESDAY, the 12th December.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th November, 1899. [1433]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Not calling at London.)

THE Company's Steamship

"TANTALUS,"  
Captain Bartlett, will be despatched on or about FRIDAY, the 15th December.

Taking Cargo to LIVERPOOL at LONDON Rates.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 24th November, 1899. [1466]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd November, 1899. [1456]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd November, 1899. [1459]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"  
Captain Dickens, will be despatched as above on TUESDAY, the 26th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 5th December, 1899. [1502]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"AFGHANISTAN,"  
will be despatched for the above port.

For Freight, apply to  
DOUGLAS LARRAIR & Co., Limited, Agents.  
Hongkong, 21st November, 1899. [1466]

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"FUENSANG,"  
Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., General Managers.  
Hongkong, 6th December, 1899. [1506]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA,"  
Captain F. Moser, will leave for the above places on SATURDAY, the 16th instant, at Noon.

For Freight or Passage, apply to  
SANDER, WIELER & Co., Agents.  
Hongkong, 7th December, 1899. [1510]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIID,"  
will be despatched for the above Port about the middle of January, 1900.

For Freight, apply to  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 5th December, 1899. [1503]

SAILING VESSELS.

FOR PHILADELPHIA & NEW YORK.

THE 3/3 A.L.I. American Ship

"ST. MARK,"  
Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

For Baltimore & New York.

THE 3/3 A.L.I. American Ship

"REUCIE,"  
Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

For New York.

"ADOLPH OBRIG,"  
Captain Amsbury, having arrived will shortly load here for the above Port and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co., Agents.  
Hongkong, 10th November, 1899. [1452]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 8th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 6th December, 1899. [1505]



